

Dispatch

RapidRide riders will be seeing red

Metro Transit plans to launch bus rapid transit service—RapidRide—starting in 2010, and the RapidRide Coordination Team and Steering Committee recently decided on a distinctive look for this new member of the Metro family.

RapidRide bus exteriors will be painted red and yellow, and the interiors will feature red floors and gray vinyl seats. Current plans are for shelters to be metallic gray with red accents. Coaches and stop facilities will have special features to enhance passenger comfort and ease of use, such as real-time signs at stations showing when the next bus will arrive.

The RapidRide Coordination Team and Steering Committee recently chose the colors and design concepts after months of work involving consultants, the public, and staff members from all parts of Metro.

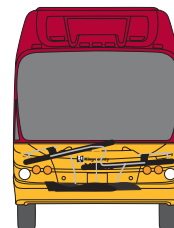
Every aspect of the buses and stops reflects three concepts that define RapidRide: frequent service, simplicity of use, and the best of Metro.

The color red suggests the speedy travel that riders will enjoy with RapidRide's frequent service.

The uncomplicated lines of the bus and shelter designs reinforce the simplicity of RapidRide. This new service will have straightforward routing on major arterials. Buses will arrive so often that riders won't have to bother with schedules. Coaches will have three doors and a simplified fare payment system that will make boarding quick and easy.

RapidRide's fresh, distinct look will help the public see that Metro is incorporating its best ideas into RapidRide coaches, shelters, signs, routing and operations. At the same time, RapidRide colors and designs have similarities with Metro's current look, so RapidRide will be recognizable as part of the well-known Metro family.

Metro will be working out detailed designs in the coming months. Construction will follow, and delivery of the first buses is expected in late fall of 2009. RapidRide service will be introduced in the first corridor, Pacific Highway South, in 2010. ■



RapidRide is:

- Metro's form of bus rapid transit: frequent, quick and reliable, easy to use, safe and secure, comfortable.
- Funded by Transit Now, an initiative approved by voters in November 2006.
- Planned for five corridors: Pacific Highway South (2010), Bellevue-Redmond (2011), West Seattle (2011), Ballard-Uptown (2012), and Aurora (2013).



 **King County**
Department of
Transportation



Eat smart, move more and stress less at work

Here are some programs that can help you

Would you like to join a support group of co-workers as you try to lose weight? Start exercising during your lunch break? Have more healthy snacks in your workplace vending machine?

King County offers an array of health promotion programs that can help you. Because you spend so much time at work, workplace programs can be especially effective in helping you adopt healthy habits.

“Two of the biggest hurdles to healthier living are taking the first step and getting the support we all need to stay motivated,” said King County Executive Ron Sims. “These workplace programs can help remove both of those hurdles. So I encourage you to join me and other employees in taking action and using these programs to have a healthier 2008.”

See if one of the following programs meets your needs. And if you don't find just the right thing, maybe you can suggest something new to your division's coordinator, listed on the next page under “Healthy Workplace Funding Initiative.” The funding initiative provides money to workgroups to start health promotion projects.

Weight Watchers at Work encourages healthy eating, increased physical activity, and healthy weight-management behaviors. One-hour weekly meetings led by Weight Watchers-trained leaders are held at county worksites. Since the program began in 2006, county employees in the program have shed more than 7,393 pounds! Groups meet at the King Street Center, the Chinook Building, the Administration Building, the Yesler Building and DDES headquarters in Renton. If you can't get to meetings at those places, it is possible to

Report measures care given in Puget Sound area

In a recent survey, King County employees demanded more access to information about the level of care given by Puget Sound-area health care providers. The *Community Checkup* has answers.

This report measures 21 types of care, such as the treatment of heart disease, use of drugs, and preventive care. The report is based on data from 14 health plans, union trusts and self-insured employers in the region.

Community Checkup was produced by the Puget Sound Health Alliance, an independent non-profit organization made up of public and private employers, consumers, health professionals and health plans.

A few examples of report findings:

- About 20 percent of patients diagnosed with heart disease or diabetes did not have their cholesterol checked at least once during the year assessed.
- Only about 40 percent of patients taking a drug to lower cholesterol filled the prescription with a generic drug. A 10-percent increase in the use of generics to lower cholesterol would save more than \$7 million in the region.
- On the upside, more than 90 percent of children seen for colds were not given an unnecessary antibiotic.

The results for the Puget Sound area are similar to findings for other communities, but show that the local health care system has room for improvement.

Read the *Community Checkup* at www.wacommunitycheckup.org.

form a new group. Find more information at www.metrokc.gov/employees/weight_watchers.

The **Gym Discount** program has arranged for discounted gym memberships for employees, retirees, and dependents. Twenty-three fitness organizations offer employees an average 20-percent price reduction at 124 locations. To find a gym or get more information, visit www.metrokc.gov/employees/kcgyim.

The **Healthy Workplace Funding Initiative** provides funds to workgroups for the purchase of equipment and services that will help employees eat smart, move more and stress less at their worksites. The funding is based on an annual rate of \$25 per benefits-eligible employee in a workgroup.

Last year, KCDOT workgroups used the funds in creative ways. For example, Transit Operations East Base paid for yoga, strength training and Tai Chi classes. Fleet Administration purchased healthy snacks for all its worksites. The Airport Division bought microwave ovens and blenders so employees can prepare healthy foods. Road Services purchased pedometers and log books, and plans to kick off a division-wide walking challenge this year. The division also will be opening a gym

at the Maintenance Campus in Renton.

For more information on the Healthy Workplace Funding Initiative, see www.metrokc.gov/employees/hwfi/default.aspx.

If you have ideas for using funds in

your workplace, you may propose them to your division's coordinator:

DOT Lead/Director's Office: Cheryl Binetti

KCIA: Tony Evers

Road Services: Maria Van Horn

Transit - Operations: Suzanne Keyport

Transit - Power and Facilities: Stephanie Erickess



Transit - Vehicle Maintenance: Victoria Hughes
Transit - Accessible Services, Rideshare and

Market Development: Eileen Kadesh
Transit - King Street Center, Rail and SLUSC:
Terri Lewis and Holly Baker

The **Healthy Vending Machines** program allows workgroups to offer healthy snacks and beverages—like baked potato chips, light microwave popcorn and real fruit juice—in their vending machines.

A committee selects snacks that meet the following criteria (per serving): less than 30 percent of calories from fat, 35 percent or less sugar by weight, and less than 480 milligrams of sodium (salt). Snacks are also evaluated by price and employee demand. If you are interested in seeing an expanded selection of healthy snacks in a vending machine you use, contact Barnaby Dow at 206-684-2062.

The **Live Well Challenge** is a friendly competition among employee teams to see who can rack up the most points for healthy behaviors. Watch for this year's competition during the summer. Last year, 17 KCDOT teams, with fun names like "Vegetable Soup-a-Stars," took the challenge.

The **Flu Shot** program offers no-charge flu shots to covered employees at King County workplaces in November and December, before flu season. Watch for announcements next fall. ■

It's all part of the Health Reform Initiative

King County Executive Ron Sims launched the Health Reform Initiative in 2005. The purpose of this program is to control health care costs by reducing the amount county employees pay for health care, by improving both employees' health and the quality of care they receive from providers.

One part of the Health Reform Initiative is the Healthy IncentivesSM program. Employees and their spouses/domestic partners who participate in Healthy Incentives reduce their out-of-pocket expenses for medical coverage in the following year. Participation consists of completing a health assessment questionnaire and an individual action plan. Individuals with moderate or high health risks work with a health coach over the phone.

The workplace health promotion programs described on these pages can help employees carry out their action plans or meet their goals for year-round great health.

If you have any questions about the Health Reform Initiative, please contact Brooke Bascom at brooke.bascom@kingcounty.gov, 206-296-3822 or health.matters@kingcounty.gov.





Archaeologist Tom Minichillo, right, and surveyor Richard Clark talk about how an intersection roundabout would help prevent traffic increases on the county's historic Red Brick Road. They also discussed plans for an interpretive kiosk at a pull-out built from salvaged bricks.

Road Services digs into the past

Cultural Resources Protection program saves time—and traces of our history

Whenver a backhoe chomps into the ground somewhere in King County, there's a possibility it could unearth remnants of the past — perhaps a prehistoric stone pestle, a Native American basket-making tool, or the hearth of a 19th-century cabin.

Road Services project engineers want to know what history might be hidden at a road or bridge construction site *before* their heavy equipment goes to work. Discoveries made after work is underway could result in damaged artifacts or costly delays while authorities decide how—or whether—the project can proceed.

That's why the division created its award-winning Cultural Resources Protection Program. The division compiled a comprehensive database about known and suspected artifacts in King County, and uses it to investigate every project site as part of a thorough cultural resources protection process. Road Services employs an archaeologist—a rarity in county government—to manage the program.

Data collection took five years

The division began putting its program in place seven years ago. Using a grant from the Federal Highways Administration, Road Services hired an archaeologist to create the cultural resources database—a process that took five years. The data was drawn from a range of sources, such as old land surveys showing where cabins and roads were located in the 1800s, ethnographers' notes of interviews conducted with Native Americans in the first half of the 20th century, the Burke Museum's records of sites where citizens have found artifacts, and the state's registry of archaeological sites and historic buildings.

King County Executive Ron Sims accepts a 2007 Achievement Award from the National Association of Counties for the Road Services Division's Cultural Resources Protection Program. The award was presented at NACo's Annual Conference in Richmond, Virginia, last July.

The program also was selected as "Best in Category" for the Arts and Historic Preservation category—one of only 14 such awards conferred nationwide.

This unique compilation of data was overlaid on a GIS map. The resulting system allows a researcher to locate a site on the map and find all the data known about it, in one place.

When Road Services starts planning a construction project, staff archaeologist Tom Minichillo searches the database for information about the site's cultural history. Minichillo says the system is a huge time-saver. Without it he would have to travel to Olympia, the UW, and elsewhere to examine separate records.

If his data search suggests the site might contain artifacts, Minichillo conducts an archaeological survey—which usually means he or a contract archaeologist goes out there and digs. If artifacts are found, and further study determines that the site is culturally significant, the Road Services Division works with state, federal and tribal authorities to agree on a protection or mitigation plan long before construction begins.

Minichillo says Road Services managers have steadfastly supported this process, even though it can put a wrinkle into a construction project. "No one here is unhappy when you find things during planning," he said. "The bad thing is when you find something after you've given someone a contract and heavy equipment is on-site. This process is like an insurance policy."

Minichillo describes the division's Novelty Hill Road project as an example.



Early in the planning stage of this road-widening project, the division had three alternative road alignments in mind. Minichillo identified seven places among them where an archaeological find looked probable. A field survey uncovered stone artifacts in one of those places. Information about the find was made public and included in the draft environmental impact statement for the project.

It turned out that after all environmental factors were considered, the site alternative that contains artifacts was chosen for the project. The road planners considered whether they could avoid the historic site, but found that was impossible because of engineering requirements and the locations of nearby homes.



Archaeology consultants do an archaeological survey for the Novelty Hill Road project.

As a result, Minichillo is now leading the development of a mitigation plan. Road Services will work with tribes and government authorities on a memorandum of understanding that describes what actions the division will take to mitigate impacts on the historic site as the division improves Novelty Hill Road.

Road Services isn't the only group that benefits from the Cultural Resources Protection Program. King County's Historic Preservation Program was a partner in developing the database and GIS system and relies on it, as do other county departments. The preservation office has assumed responsibility for keeping the database up-to-date, and recently won a federal grant to enhance the system by writing a description of the county's cultural resources and what can be predicted based on current knowledge. ■

As a result, Minichillo is now leading the development of a mitigation plan. Road Services will work with tribes and government authorities on a memorandum of understanding that describes what actions the division will take to mitigate

From the Director

Employees are bringing something special to their work

When you read the articles in this issue about the work KCDOT employees are doing, what jumps out at you? Here's what I see:

Creativity. Look at that RapidRide design! I can't wait to see it on the street.

Collaboration. Hats off to the Road Services employees who worked together on the fluorescent lamp replacement project—they are saving the county tens of thousands of dollars. And Transit Control Center operations exemplify teamwork every day. The Airport team pulled together to earn a perfect score in their recent inspection. We produce our best results when we pool our ideas, skills and energy.



Harold Taniguchi

Commitment to our values. Throughout this issue I see our commitment to efficient use of resources, to protection of our environment and our heritage, and to the well-being of department employees. Above all, I see our dedication to making transportation in King County the best possible.

As we face the extraordinary transportation challenges of today—traffic congestion, soaring demand for transit services, aging roads and bridges, greenhouse-gas emissions—we'll need all the creativity, collaboration and commitment we can muster. I think we are up to the task.

Thank you all for your wonderful work.

Harold Taniguchi
Department of Transportation Director

New policy: Don't let county vehicles idle

Employees should not cause or permit county vehicles to idle for more than three minutes in a 60-minute period.



Fleet Administration's Climate Change Manager, Melody Bennett, has been making the rounds of employee work groups. She's informing them about the county's new anti-idling policy, so attendees might be surprised when she starts her presentation by telling about an incident that occurred in the Dutch town of Willemstadt, in 1953.

On the evening of January 31, Melody tells listeners, a boy and his father were walking home atop the town's dike. The father looked at his watch and at the water level below and said, "You know, when that tide comes in, it's going to come over the dike."

Alarmed, the two wakened the town mayor, who roused the city council for an emergency meeting. But, as the son recalled years later, the local leaders "simply decided that this could not happen because it had not happened before. So they would not ring the church bell, they would not wake people up."

A short time later, the icy water breached the dike and flooded the town, killing 2,000 people and damaging or destroying 72,000 homes.



The story is Melody's way of waking people up. She wants everyone who drives county vehicles to take seriously the biggest environmental threat we face today—global warming. And she wants them to change a common driving habit—letting vehicles idle—that produces greenhouse-gas emissions that could easily be prevented.

She points out that drivers also use less fuel by not idling. One study estimated that nationwide, idling of commercial trucks on the job uses almost 2.5 billion gallons of fuel annually.*

The county's anti-idling policy was initiated by Fleet Administration and established by an order signed by King County Executive Ron Sims in January 2007. The policy states that employees should not cause or permit vehicles to idle for more than three minutes in a 60-minute period. It applies to all non-revenue vehicles.

The policy does not apply to transit passenger vehicles, but Metro Transit is taking a number of actions to minimize greenhouse-gas emissions, such as buying hybrid diesel-electric vehicles as it expands its fleet and replaces old buses.

The county's anti-idling policy provides some exceptions. Vehicles are exempt if they are caught in highway traffic, must idle to prevent a safety or health emergency, are being used in an emergency capacity, must idle as part of maintenance or an inspection, or if mechanical difficulties make it impossible to avoid idling. ■

* Gaines, L. et al, *Estimation of Fuel Use by Idling Commercial Trucks*, Argonne National Laboratory Paper No. 06-2567 (2006).

Melody Bennett holds a photo of Dutch people surveying flood damage that she uses in her anti-idling presentation.

Metro's Transit Control Center gets a new home

A Metro bus has only one driver, but that operator is never really alone—Transit Control Center coordinators are just a call away. And now those coordinators have new, well-designed space to do their critically important work.

Control Center supports every operator

Immediately after starting his or her vehicle, every Metro driver logs on to a communication system that is continuously monitored at the Transit Control Center. The center's coordinators—all former bus operators—use a computer system to track every bus in operation. The system tells them who the operator is and the location of the bus.

Radio communication is the operator's helpline for any need, be it a mechanical breakdown or a question about an emergency routing change. If the operator has a question or wants help, he or she can press a button to request a call from a coordinator. The coordinators can in turn call for a mechanic, a supervisor, or whatever other resource is needed.

A driver can press a "priority request to talk" button if the need is urgent, or can send an emergency alarm. When a driver signals an emergency, Control Center coordinators always send the police or fire department, using their monitoring system to direct responders to the bus's exact location.

With more than 1,100 buses operating at peak times on weekdays, four Control Center coordinators are needed to watch over approximately 300 vehicles apiece. A fifth coordinator is responsible for communicating with any response services that may be needed, such as Vehicle Maintenance, Service Quality, Safety, and Metro Transit Police.

The Control Center is staffed around the clock, with two coordinators serving at night. Nancy Wilson leads the Service Communications group with the assistance of chiefs Charlie Weeks,



Doug Beatty and David Magidman. They oversee 20 coordinators.

Mark Hartman, who recently retired after working in the Control Center since 1982, says the work of a coordinator is never dull and never boring.

"The only set part of this job is what time you've got to show up for your shift," said Hartman. "It's a lot like playing poker. You don't know what the next card—in this case the next radio call—will bring." ■

The Transit Control Center opened its new facility, at 1263 Sixth Ave. S, last October. The new digs feature ergonomically designed work stations, a digital phone system, enhanced security and a quiet room where employees can get a break from the constant tracking-system activity. The center is built for the newest communications technology, and will be able to house the new radio system coming to Metro in the next few years. In the event of a major regional emergency, the building can be self-sustaining for up to 72 hours.

What's all this talk about tolling?

Tolling—along with transit—could be the key to getting us moving again

Do you remember tossing 35 cents into a toll basket before crossing the State Route 520 floating bridge? If you do, well, you're pretty old. The last toll was collected in 1979, when Jimmy Carter was president, a first-class stamp cost 15 cents, and the Seattle Super Sonics wore NBA championship rings.

Tolling hasn't been used in King County since then, but it's coming back. Transportation policy makers and planners, including KCDOT, are moving toward using tolling both for the traditional purpose — to pay for transportation improvements — and for a newer purpose — to reduce traffic congestion.

Tolling can do more than raise transportation dollars—it can get us moving

In the past, tolling has been used to pay for new roads and bridges. That's still an important reason why tolling will be seen around here again. The central Puget Sound region has critical transportation needs, and voters last year rejected a ballot measure that would have raised taxes

How can tolling reduce congestion? One way is “variable tolling,” which charges drivers higher tolls during peak travel times. Variable tolling gives people an incentive to travel at less-congested times when tolls are lower, to make fewer trips, or to switch to transit, ridesharing or bicycling. The goal is to have fewer cars on the road and a steady 45-mph flow rather than stop-and-go traffic.

To understand why 45 mph is the optimal speed, remember your grade-school fire drills. Your teacher told you don't dawdle and don't run—everyone should keep moving at a moderate pace. That's the best way to get the most people through the corridors and funneled through the exits quickly and safely. The same is true for vehicles on a roadway.

Another way to relieve congestion through tolling is high-occupancy toll (HOT) lanes. These are highway lanes that carpools and transit can use for free, and lone drivers can use for a fee. HOT-lane managers control the number of vehicles that enter the lane by raising or lowering the toll amount as traffic conditions change. The Washington State Department of Transportation will launch a pilot HOT lane project on SR-167 this spring. (To see WSDOT's award-winning video showing how the HOT lanes will work, visit www.wsdot.wa.gov/Projects/SR167/HOTLanes.)

A third approach is cordon tolling, which charges a fee to vehicles entering a congested downtown zone during peak times. London and dozens of other cities around the world do this today, and others are considering it. There's been some discussion of the idea among Seattle leaders.

Transit is an essential part

Whatever tolling methods are put into place to reduce congestion locally, Metro Transit will play an essential role. Increased public transit and ridesharing services go hand-in-hand with tolling as a traffic-management tool. Tolls give travelers



Increased public transit and ridesharing services go hand-in-hand with tolling as a traffic-management tool.

to pay for road and transit improvements. The Washington Legislature in early March passed a bill allowing tolling to pay about half the cost of replacing the SR-520 bridge. Another just-passed bill sets policy guidelines for tolling of other transportation projects.

But there's another reason besides financing why tolling is looking like a good idea: Charging a price to road users can ease the traffic congestion that is slowing us down and contributing to air pollution from vehicle emissions.

an incentive to drive less; abundant transit and ridesharing options make it possible for them to leave their cars at home.

By offering a less-expensive alternative to driving on a tolled road, transit also helps respond to the concern that tolling could place an unfair burden on lower-income travelers.

Transit vehicles pay no toll, or reduced tolls, in most congestion tolling schemes.

KCDOT's Road Services Division also could be part of a tolling scenario. Some drivers might switch to arterials to avoid tolled highways. Road Services could be called on to make roadway improvements or install traffic management technology to keep arterials near tolled roads operating smoothly.

Tolling works—and people like the results

Tolling sounds like a promising traffic-management tool, but does it work? Research has shown that tolling can reduce traffic by 10 percent or more, helping traffic flow more freely. In Minneapolis, for example, drivers who use HOT lanes on Interstate-394 generally travel 20 mph faster than people in regular lanes.

Tolled systems have also proven to be popular. Londoners re-elected the mayor who introduced that city's congestion charge, which was an issue in the campaign.

Will people in King County go for tolling? A recent survey suggests that many will. In response to a question about the SR-520 bridge, nearly 70 percent said they would support variable tolling to pay for a new bridge, for transit and bike investments, and for new technology to improve traffic flow.

What is being done to advance tolling?

This year could mark a turning point for tolling; a lot is going on:

Transportation leaders are talking about the idea. Executive Ron Sims is in the forefront of the political discussion about using tolling to pay for transportation improvements and to ease our traffic woes. The Executive also points to the

environmental benefits. By reducing the vehicle-miles traveled, tolling cuts the amount of greenhouse gases emitted from vehicles. Reduced vehicle travel also means less oil and other pollutants foul our roads and get washed into streams that flow into Puget Sound. Stormwater runoff is the number-one cause of Puget Sound pollution from urban areas.

The two bills that the Washington Legislature passed this session will move tolling forward.

King County, WSDOT and the Puget Sound Regional Council have proposed to use tolling along with new traffic management technology, increased transit, and telecommuting (the "four T's") to manage traffic on SR-520. The partners are finalists for a \$127 million grant from the U.S. Department of Transportation's Urban Partnership program.

And as planning and policy development continue, the Puget Sound region will gain experience with modern tolling systems, both on the Tacoma Narrows Bridge and on SR-167 after the HOT-lane project launches in April. By giving people a taste of how these systems work and the congestion relief they can provide, these projects are paving the way for more widespread use of tolling in the years ahead. ■

Source: WSDOT



Today, electronic readers and transponders mean no stopping.

No coins, no stops

Like much else that has changed since the '70s, tolling will be very different next time around.

Forget the old coin-toss method. New toll-collection systems allow drivers to pay electronically without stopping. The state's Good-to-Go system, now being used on the Tacoma Narrows Bridge, is an example. Before crossing the bridge, a driver sets up a Good-to-Go account and buys a transponder—a credit card-sized decal that attaches to the windshield. When the vehicle is driven through the toll zone, an overhead antenna reads the account information on the transponder and automatically debits the toll from the prepaid account.

In the past, tolling required a stop.





APPLAUSE

Bright idea in Road Services cuts energy use in half

A team of Road Services maintenance employees have pulled off the equivalent of a triple play: a light-bulb replacement project that will slash energy use, lower the county's electricity bill, and snag a rebate from Puget Sound Energy.

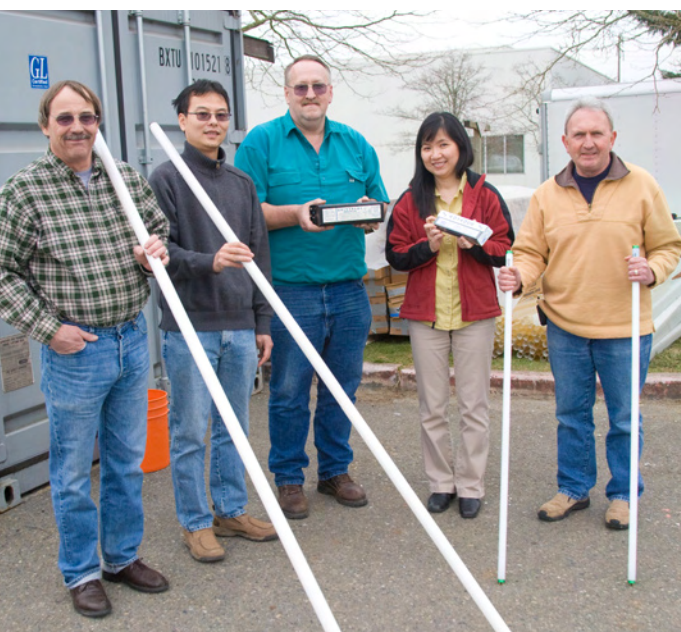
Last year, Road Services engineer **Alex Ho** learned about a Puget Sound Energy program that provides rebates of up to 50 percent for energy-saving measures. Ho, with support from colleagues **Debbie Arima, Jon Cassidy, Xinh Huynh, Stephanie Lucash, Shasta McKinley, Rick Meininger** and **Justin**

Tannahill, drew up a plan. They proposed replacing fluorescent tubes and light fixtures in Road Services maintenance buildings with more efficient models. PSE awarded a grant for the project last November.

Since then a contractor has replaced over 700 older fluorescent tubes with energy

efficient T8s tubes in most of the buildings in Road Services' Renton maintenance complex. Around 100 new light fixtures have been installed.

The conversions are expected to cut the facility's energy use for lighting by more than half, from 445,716 kWh per year to 220,099 kWh per year. The annual energy-cost savings will be about \$15,300. The county also received a \$76,000 rebate from Puget Sound Energy.



Posing with a few of the fluorescent tubes that were replaced with more-efficient models are, left to right, project team members **Jon Cassidy, Alex Ho, Justin Tannahill, Xinh Huynh** and **Rick Meininger**.

The project supports an order signed by King County Executive Ron Sims in 2006, which calls on the county to minimize existing energy use through increased efficiency, optimized operation and maintenance, and conservation efforts.

Airport passes with flying colors

The King County International Airport recently passed all phases of its annual FAA Compliance Inspection with zero deficiencies.

The FAR Part 139 Certification Inspection covered operations; training and training records; airfield signage, striping, and lighting; and overall facility condition. It also reviewed compliance with FAA grant assurances.

The exemplary outcome of this all-day and nighttime inspection is difficult for any airport to achieve and was accomplished only through a combined effort of all KCIA personnel.

Road Services crew performs Rattlesnake Mountain night rescue

Two King County Radio Shop employees, stuck in snow at the remote Rattlesnake Mountain communications tower one early February morning, were shivering through a long, cold night until a Road Services night crew came to the rescue.

The radio staffers had driven to the tower to do some work when they got mired in snow and muck. With no way out and no shelter except their vehicle, they called Road Services' 24/7 help line. The help line notified Road Services' Renton shop, which sent equipment operator **Blake Rees**, hauling a grader, up to the gravel road that goes to the tower. **William Johnson** followed as far as his pickup truck would go to provide standby

support. In the wee hours of the morning, Rees cleared snow with the grader and pulled out the Radio Shop vehicle and the two very relieved employees.

Metro Transit breaks records in 2007

Metro Transit set a record for bus ridership in 2007 for the second year in a row, and the VanPool/Van Share program also set new marks last year.

Metro's buses had 110.3 million passenger boardings — a 6.9 percent climb over 2006 and the highest annual rate increase in the past 10 years. Metro bus ridership has been on the rise since 2002.

Vanpools provided 2.61 million rides, a 20 percent increase since 2006 and double the 10-percent gain in 2005. Metro had 1,024 commuter vans in operation, crossing the 1,000 mark for the first time.

New EEO/AA Advisory Committee members named

The following KCDOT employees have been appointed to the employee-based Equal Employment Opportunity/Affirmative Action (EEO/AA) Advisory Committee for 2008-2010:

Carol Alexander, Transit customer assistance representative

Dawna Bell, Transit operator

Susan Eddy, Transit human resources associate

Joe Espinosa, Road Services engineer

Gerald Kennedy, Transit operator.

They join existing committee members Jamal Mahmoud, Road Services engineer, and Don Okazaki, Transit planner.

The following employees completed their three-year terms on the committee in December:

Kermit Gipson, Transit electronics technician

Ray Campbell, Transit operator

Frank Nerocker, Transit operator

Lovie Ivey, Transit operator

"Kermit, Ray, Frank and Lovie represented the department well," said KCDOT Director Harold Taniguchi. "I appreciate their commitment to fair employment practices, and thank our new representatives for stepping up to carry on their work."

The King County Employee-Based EEO/AA Advisory Committee helps bring diversity and equity values to the workplace.

The Committee serves in an advisory capacity to the King County Executive:

- Reviewing and making recommendations regarding equal employment opportunity and affirmative action strategies, systems, policies and guidelines
- Reviewing the EEO/Affirmative Action Plan and updates with the Human Resources Division, and making recommendations regarding the plan's adoption to the King County Executive
- Reviewing semi-annual and annual affirmative action progress reports and advising the County Executive accordingly.

The committee helps ensure that King County employees are aware that:

- All King County employees are protected under the law prohibiting discrimination on the basis of race, color, gender, marital status, sexual orientation, religion, ancestry, and national origin.
- Veterans, those over 40 years of age, and those who have a disability also are protected from discrimination.
- King County has a strong affirmative action program that complies with Initiative 200.

If you have comments, story ideas, or submissions, please send them to sarah.driggs@kingcounty.gov or call 206-263-5277.

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greenfestival
A JOINT PROJECT OF GLOBAL EXCHANGE AND CO-OP AMERICA



It's Easy Being Green

Let King County show you how

April 12-13, 2008

Saturday 10 AM – 8 PM

Sunday 11 AM – 6 PM

Washington State Convention & Trade Center
800 Convention Place, Seattle

www.greenfestivals.org

Seattle's first-ever Green Festival will bring together more than 150 speakers, 350 local and national green businesses, dozens of community groups and the public to explore what's new with renewable energy, socially responsible investing, eco-fashions, eco-tourism, green building, green parenting and more. Enjoy live music and activities for kids!

King County is pleased to be a sponsor of the Green Festival. Plan to visit the KCDOT and DNRP exhibits and find out how easy it is to be green!

Admission is **FREE** to King County employees with a county ID badge.

